The Subscription List will be closed on or before Monday, 6th March, 1905.

THE CREAT NORTHERN, PICCADILLY AND BROMPTON RAILWAY COMPANY.

Inexpended by the Brampton and Frendelly Circus Rationar Act, (Ver), with Intelline function protect outperfold by Acts of Very,
the most support and having the former and Highly of the Great Farthern and Strand Rationar Company (Interpreted by
the Great Merkhorn and Strand Rationar Acts, (Week, Intelligence for them by the faint operation of the Orientplan and
the Great Merkhorn and Strand Rationar Acts, (Week, and the Great Merkhern and Strand Rationar Acts, Ories.)

AUTHORISED SHARE CAPITAL - £5,075,000,

Of which £2,739,880 has been issued and is fully paid, and £3,000 ,, ,, 20 per cent. paid.

AUTHORISED BORROWING POWERS - £1,691,000.

Mesers, SPEYER BROTHERS offer for Sale;

£1,200,000 Four per Cent. Perpetual Debenture Stock

To be issued under the above-mentioned Borrowing Powers, and of which £660,000 has already been created and the balance will be created from time to time and issued in pursuance of the Construction Contracts mentioned below.

4500,000 of the Debenture Stock now offered has been applied for and will be allotted in full on the terms of this Prospectus.

interest payable half-yearly on 1st January and 1st July.

The price of sale is £97 per cent.

PAVABLE AS FOLLOWS :-

£10 per cent. on Application, £15 " " Allotment, £25 " " 12th June, 1905, £25 " " 10th August, 1905, £22 " " 10th November, 1905.

been symbol of the instalment due on allotment, Mesere. Speyor Brothers will issue their Scrip Certificates " to beauty" sedering the right on the holder thorsed, upon payment in full and surrender of the Certificates and any unmatured togeth, is the issue (after the balance of the Stock new offered has become issueble) of the Debenture Stock therein mentioned.

he Serip Certificates will carry a Goupon, due 1st July next, for Interest at the rate of 6 per cent, per annum on the

Payment is full may be made on allotment or on either of the next two instalment dates under discount at the rate of the made payment.

Pages to being applied for in the Company's Bills of the precent Session to enable holders of Dehenture Stock to the test the Seaso lets Season Dehenture Stock, and to re-register Season Dehenture Stock.

Particulars of the Route of THE GREAT NORTHERN, PICCADILLY AND BROMPTON ulars of the Route of THE Check RAILWAY, the Railway Systems with which it will connect, Construction Contracts, RAILWAY, the Railway systems and Estimated Revenue will be found in the following letter:

GREAT NORTHERN, PICCADILLY AND BROMPTON RAILWAY COMPANY

HAMILTON HOUSE,

VICTORIA EMBANKMENT, E.C. 28th February, 1905

MAN,

I am instructed by my Directors to give you the following particulars regarding the Great Northern,

Piccadilly and Brompton Raiway:—

The line, as authorised by Parliament, is about 7\frac{3}{2}\text{ miles in length and extends, as will be seen from the enclosed map, from beneath the Finsbury Park Station of the Great Northern Railway Company to a point about 18\frac{3}{2}\text{ chains westward of the West Kensington Station of the Metropolitan District Railway Company, where is comes to the surface. The Company are negotiating with the Metropolitan District Railway Control the turns for running over that Company's line from West Kensington to Hammersmith with the use of a portion of the turne

From Finsbury Park to King's Cross the line runs, by virtue of a Statutory Agreement with the Great From Finsbirg Tark to Kings Cross he line runs, by visue of a Statutory Agreement with the Great Northern Railway Company, under the main line of that Company, thence it proceeds in a southerly direction to Holborn, thence to Piccadilly Circus, vid. Long Acre and Coventry Street, thence under Piccadilly to Hyde Park Corner and by way of Knightsbridge, Brompton Road, South Kensington and Earl's Court to West Kensington.

The following is a list of the Stations on the through line:

Finsbury Park, connecting by subway and lifts with the Great Northern Railway and giving exchange of traffic with tramways in Seven Sisters Road.

Gillespie Road,

Holloway Road, exchange of traffic with the Great Northern Railway Company's Holloway Station

Caledonian Road,

York Road, close to the Maiden Lane Station on the North London Railway.

King's Cross, connecting by subways with the Great Northern Railway and the Metropolitan Railway and near St. Paneras Station, and giving exchange of traffic with tramways running in five directions

Russell Square,

Holborn, at the junction of Holborn with Kingsway.

Covent Garden (James Street), close to Drury Lane and the Strand.

Cranbourn Street, connected by subways with the Charing Cross, Euston and Hampstead Railway, and close to a number of important theatres and places of amusement.

Piccadilly Circus, connected by subways with the Baker Street and Waterloo Railway.

Dover Street, near many hotels and clubs.

Down Street, near many clubs, &c.

Hyde Park Corner, close to the entrance to the Park.

Sloane Street, near the junction of Brompton Road, Knightsbridge and Sloane Street.

Brompton Road, near the Brompton Oratory. South Kensington, connecting by lifts with the Metropolitan District and Metropolitan Railways. Gloucester Road, adjoining the joint station of the Metropolitan District and Metropolitan Railways.

Earl's Court, connecting by lifts with the Metropolitan District Railway Station. By means of the proposed running powers to Hammersmith the Railway will be able to exchange traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running powers to Hammersmith the Railway will be able to exchange the traffic there with railways running powers to Hammersmith the Railway will be able to exchange the traffic there with railways running powers to Hammersmith the Railway will be able to exchange the traffic there with railways running powers to Hammersmith the Railway will be able to exchange the traffic there with railways running powers to Hammersmith the Railway will be able to exchange the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to Richmond, Hounslow, Ealing and South Harrow, and with the traffic there with railways running to the Railway (1901) Limited, which extends to Hammer the Railway (1901) Limited, which extends the Railway (1901) Limited, which extends the Railway (1901) Limited (1901) Limited (1901) Railway (1901) Limited (1901) Railway (

CONSTRUCTION CONTRACTS.—Under two agreements between the Great Northern Railway Company and this Company, the Great Northern Company are constructing and equipping the Firsburg.

Park Stripp, and the sidence program has been expected to the contract of t Company and this Company, the Great Northern Company are constructing and equipping the binshur Park Station and the sidings, pumping house, subway and works connected therewith and will lease the same to the Company for 999 years at a rent equivalent to 4 per cent. upon the value of the site of the pumping house and subway and upon the expenditure by the Great Northern Company on such construction. These agree ments also provide for the grant to the Company of a perpetual easement for the tunnels under the lands of the Great Northern Company at a fixed perpetual annual rent charge of £3,500, and for leasing to the Company are rents to be agreed the rights over the land necessary for the stations at Kings Cross and Holloway. The aboverence are

PROGRES Finsbur Holborn t Strand, as power

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ELECTRI Station at Lot's I London, Limited.

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net well-with James in Dispusse the table benefits some of the Company, it is not only the and a serious that Resistance after asymmetric of Debraidance Interests of \$555,500.

RESIDENT of Min. STEPHEN SELLON referred to in the above letter.

I to Income at The Green Marriage Property and Benefits Related Constant.

I make all one instructions I have made a detailed study of the traffic that may be reasonably an in-that Markova, Principle and Recognize Railway.

to below all allers a mark-annial communication between the Western and Markon Schulbs by

and the Process had of this reason between Manuscreenth and December Circus, it provides probably the about task or present enough in London.

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Puriouses of the Route of THE GREAT NORTHERN, PIOCADULLY AND BROMBTON RAIL WAY, the Railway Systems with which it will connect. Construction Contracts RALLWAY, the named a sestimated Revenue will be found in the following letter

THEAT TORTHERN PRECIDENT AND RECEIPTON RAILWAY COMPANY

From Finshury Park to King's Cross the line runs, by virtue of a Statutory Agreement with the Great Kurshera Kursway Computer, under the main line of that Computer, thence it proceeds in a southerly direction in Muchara Kursway Computer, under the main line of that Computer Street thance under Prevailit to Histo Park Molecus, these to Prevaility Circus, red Long Acte and Covenity Street thance under Prevailit to Histo Park Molecus and by way of Kunghabirights Brompson Kurst, Smith Kensington and Bart's Court to West Kensington.

Final-very Park, connecting by submay and hits with the Great Northern Railway and gring enchange of traine with traumages in Surery Status Renk

Hollower Road exchange of matte with the Great Northern Kailway Company's Hollowy Statem Gillespie Road.

York Road, close to the Maiden Lane Station on the North London Railman

King's Cress connecting by submars with the Great Northern Railway and the Monopolism Railway and near St. Pimeras Station, and giving exchange of traffic with transvers running in the direction.

Russell Square.

Holborn, at the function of Holborn with Kingsway,

Covent Garden (James Street) close to Drury Lane and the Strand-

Cranbourn Street, connected by subusts with the Charing Cross, Eusten and Hampwood Mailway, and close to a number of important theatres and places of amusement.

Precadilly Circus, connected by submars with the Baker Street and Waterhoo Radman

Dover Street, near many horels and chibs.

Down Street, near many clubs, &c.

Myde Park Cornell chie to the entrance to the Park-

Strane Street, near the junction of thempson Read, Knightsbridge and Skune Street

South Kensington, connecting by life with the Metropolitan District and Metropolitan Ruleau.

Gloucester Road, adjoining the joint station of the Metropolitan District and Metropolitan Kaibans

Earl's Court, connecting by hits with the Metropolitan District Rahuay Station

By means of the proposed running powers to Hammersmith the Radway will be able to enclared until the there with rainways running to Nichmond Househom Eating and South Harrow and with the observer transmit system of the Loudon United Transmits (1991) Limited, which crients to Hampson Court and other places in the Thames Vallor.

CONSTRUCTION CONTRACTS - Under two agreements between the Great Northern Assistance CONSTRUCTION CONTRACTS.—Under two agreements between the Great Northern Endown the Great Northern Endown and this Company, the Great Northern Company are constructing and equipping the hand release to that Station and the scrings pumping houses subway and works conjected therewish and will be said to the Company for one years at a result optimized to 4 per cost, upon the value of the after of the pumping house and the Company of upon the customer and upon the expenditure by the Great Northern Company on such constitutions. The other continuous at a great to the Company of a perpential consument for the number under the Company at seasons and the Company at a fixed perpential annual rest charge of \$2.500, and for leasing to the Autoremark seasons to be agreed the rights over the land necessary for the stations at King's Cross and Hollowats. The abstractions are

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This Eallway will allow a great improvement in both directions. Working at an average made pur hour, the time of tranch between the principal stations will be as follows:

Hammersmith to	Attendance II. I			
		30)	Pinalary Park to Earl's Court	
	Ellig's Crean		Triming Park to Roser Court	
	Mallinger		King's Cross in Departity Circus	
		1. 23.	n i Hyde Park Corner	
	Physidilly & Irons	2 144	TOTAL CHARLES	8
	Hyde Park Corner	2 279	Harl's Court	JU 124
Distriction Hard to	TAKEL THEN PRESIDE 13	1 15	Earl's Court to Hyde Park Corner	111. 44
Pindmiy Park to		1. 10	Holloon Corner	7.7
	Photodilly Circus	. vol	Hyde Park Corner to Hollorn	19
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	Hyde Park Corner 11	1 9.1		221 16

The principal public means of conveyance over the rinus of this line is afforded by a very large number of bus anxious ship as regards the Northern district by trainways in addition. I find that the total amount of passenges more than the rinus and formed the contract of bus motivement by these bas and frameway services over the rinus averages 348,750 passenger and at the Central London Railway before it was opened and about 48,650 upon the compares Baker Street and Waterlan Railway.

It is evident that, so far as the existing traffic may be taken as indication, the prospects of the line are secondingly good:

This Ballway will aftend casy and rapid communication between districts which are to-day without any direct prices. Those who are obliged to travel between the Morthern authorite lying between King's Cross and Fushing Park on the one hand and do not be the west and South-West of Hyde Park Corner on the others are only offered and re-logice between a slow and broken omnibus journey or a circuitous railway journey with a number of change and re-logichings. This line, by affording direct communication between the authorite mentioned, will endoubted exists between the authorite mentioned, will endoubted to the property of the property

The existing communications between the northern anburbs, of which Finsbury Park may be considered the centra, the west central and western districts, which include the principal theatres, music halls, picture galleries and minesums, are now very imperiod. With the rapid direct communication aforded by this line a very large traffic will uncloude only be included from the authorite mentioned, the importance of which may be pauged by face that at the Finsbury Park fermions the line will tap the authoriten connections of the Great Northern Railway, a considerable bus service and the extensive electric trainways from Hornesy Wood Green, Tottenshum and other particularly the Fast and North where the population is increasing at a very rapid rate. The number of passengers arrived by the trainways and omnibuses to and from the above named districts and Finsbury Park is, approximately, twenty millions per annum.

Similarly, the London United Transways carry to and from the Hammersmith terminus about as million passengers per annum, from whom a large feeding effect will result.

I sufficients a very considerable passenger exchange at that point, also at Earl's Court and at Gloucester Road with the District, the Metropolitan and the South Western Railways.

The exchange stations at Piocadilly Circus and Cranbourn Street with the Baker Street and Waterlon Railway and the Charing Cross and Hampstead Bailway will afford easy communication between the majority of the great Railway termin, thereby materially enhancing the general usefulness of the line, with a consequent improvement of the traffic receipts.

After a careful analysis of the traffic statistics I have obtained and making a very cautious estimate of the source of the new facilities, I am of opinion that the traffic upon the Great Northern, Piccadilly and Brompton Railway will amount to staty million passengers per annum. This number of passengers can be easily carried on this Railway with a five minutes service.

I am, Gentlemen, yours faithfully,

STEPHEN SELLON, M.I.C.E.

The Debenture Stock now offered forms part of the Stock payable now or hereafter to the Umberground Electric Railways Company of London, Limited, under the Construction Contracts above referred to, and has been purchased from them by Messra, Speyer Brothers.

Application for Debenture Stock must be made on the enclosed form. Default in payment of any instalment at the due date will render the allotment liable to cancellation and all previous payments liable to cancellation.

Copies of the appeal Acts of Parliament relating to the Company and of the Construction Contracts and Agreement for Leave referred to above, can be seen at the office of Messrs. Blincham & Co., 30 Old Broad Street, London, E.C., during usual business hours, before the list is chosed.

Prospectuses and Forms of Application may be obtained from Mesars, Spayer Brothers,

LHERMAN

Lamburg Edd a sind drawn taken

This Railway will afford a great improvement in both directions. Working at an average speed of fourteen miles per hour, the time of transit between the principal stations will be as follows:—

s for mount		2 1		THE R. P. LEWIS CO., LANSING, MICH.	Minutes.
Hammersmith to	Finsbury Park		39	Finsbury Park to Earl's Court King's Cross to Piccadilly Circus	324
	King's Cross		28	" Hyde Park Corner	8
	Holborn		23,	Danth Cours	101
"	Piecadilly Circus		104	Earl's Court to Hyde Park Corner	22
	Hyde Park Corner		15	Halbara	0
Einshury Park to	Holborn		10	Hyde Park Corner to Holborn	17
	Piccadilly Circus		107	Hyde Park Corner to Holoorn	8
	Hyde Park Corner		24		

The principal public means of conveyance over the route of this line is afforded by a very large number of 'bus services and as regards the Northern district by tramways in addition. I find that the total amount of passenger movement by these 'bus and tramway services over the route averages 328,000 passengers per day. This compares with 158,000 upon the route of the Central London Railway before it was opened and about 183,000 upon the Baker Street and Waterloo Railway.

It is evident that, so far as the existing traffic may be taken as indication, the prospects of the line are

This Railway will afford easy and rapid communication between districts which are to-day without any direct means. Those who are obliged to travel between the Northern suburbs lying between King's Cross and Finsbury Park on the one hand and those to the West and South-West of Hyde Park Corner on the other, are only offered the choice between a slow and broken omnibus journey or a circuitous railway journey with a number of changes and re-bookings. This line, by affording direct communication between the suburbs mentioned, will undoubtedly create a very large additional traffic to that which exists to-day.

The existing communications between the northern suburbs, of which Finsbury Park may be considered the centre, the west central and western districts, which include the principal theatres, music halls, picture galleries and museums, are now very imperfect. With the rapid direct communication afforded by this line a very large traffic will undoubtedly be induced from the suburbs mentioned, the importance of which may be gauged by the fact that at the Finsbury Park terminus the line will tap the suburban connections of the Great Northern Railway, fact that at the Finsbury Park terminus the line will tap the suburban connections of the Great Northern Railway, fact that at the Finsbury Park entire the population is increasing at a very rapid rate. The number of passengers carried by the tramways and omnibuses to and from the above-named districts and Finsbury Park is, approximately, twenty millions per annum.

Similarly, the London United Tramways carry to and from the Hammersmith terminus about six million passengers per annum, from whom a large feeding effect will result.

I anticipate a very considerable passenger exchange at that point, also at Earl's Court and at Gloucester Road with the District, the Metropolitan and the South Western Railways.

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I am, Gentlemen, yours faithfully,

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Prospectuses and Forms of Application may be obtained from Messrs. Speyer Brothers.

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LONDON, E.C., 2nd March, 1905.

UNDERGROUND ELECTRIC RAILWAYS COMPANY OF LONDON, LTD. BAKER STREET AND WATERLOO RAILWAY. CHARING CROSS, EUSTON AND HAMPSTEAD RAILWAY. GREAT NORTHERN, PICCADILLY AND BROMPTON RAILWAY.

ORGANISATION.

Approved and adopted by the Boards of Directors of the above-named Companies.

Subject to the supervision of the Managing Director.

- 1. The General Manager is charged with the general management of the undertakings and all heads of departments, except the Secretary and Accountant, report to him.
- 2. The Superintendent is charged with
 - (a) Maintaining the railway, including tunnels, permanent way, buildings, lighting, telephones, signals, clocks, and all works which fall within the scope of the Civil Engineering Department of a railway. In this department he will have under him an Engineer, who will also act as Deputy Superintendent.
 - (b) Maintaining the rolling stock, lifts, lift machinery and generally all work which falls within the Mechanical Engineering Department of a railway, also the control and discipline of all motormen. In this department he will have under him a Rolling Stock and Lift Engineer.
 - (c) The operation of the railways, including the preparation of train services, the control of trains and lifts in service, and the arrangement of duties and the discipline of the operating staff. In this department he will have under him a
- 3. The Passenger Agent is charged with the commercial business of the Company,
 - Arrangement of passenger fares and rates.
 - Advertising, including the preparation and issue of all public notices.
 - The selection of spaces for trade and railway advertising and the supervision of all bill posting by the station staff or the advertising contractor.
 - (d) All correspondence with the public, such as complaints, disputes as to fares, &c.
 - (e) Settlement of all claims up to £20, where no principle is involved and which are not in the hands of a solicitor. He will take the advice of the Solicitor of the Company in all cases of difficulty, or raising questions of principle, and will refer to him all claims over £20 or which are in the hands of a solicitor on behalf of the claimant.

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- (f) Control of Lost Property Office.
- (g) The proposal of train services and other alterations and improvements to increase the traffic of the railways.
- (h) The collection and tabulation of general information as to fares, journey times, routes, traffics of other railways, trams and 'buses.

4. The Traffic Auditor is charged with

- (a) The appointment and discipline of the Booking Clerks.
- (b) The arrangement and equipment of Booking Offices.
- (c) The collection of cash.
- (d) The regular audit of the station accounts.
- (e) The preparation of returns and statistics of traffic.
- (f) The appointment and control of Ticket Sorters,
- (g) The ordering of Tickets and holding the stores thereof.
- (h) The keeping of accounts and the allocation of expenditure for the Superintendent.

5. The Purchasing Agent is charged with

The purchase of all stores on requisitions. A requisition signed by the head of a department shall be sufficient authority for the supply of stores which in the opinion of the Purchasing Agent are necessary for the execution in ordinary course of the duties which the executive officers are respectively charged, but all requisitions for stock of spares, or outside the limits of the normal supply for current business must be submitted to the General Manager for approval.

6. The Secretary in addition to the usual secretarial work of the Companies is charged with the Estate business and with the supervision of all contracts for trade advertising, bookstalls and other auxiliary sources of revenue.

7. The Accountant is charged with

- (a) The preparation of the half-yearly accounts of the Companies, the collection of the materials therefor, and the keeping of the books necessary for the purpose,
- (b) The checking of all pay-bills and invoices and bringing the same forward for payment.
- (c) The duty of seeing that all monies are duly brought to credit and properly accounted for.
- (d) The special auditing from time to time of all accounts kept in all Departments, including the stores and station accounts.

United of a The offices of Victors il. on. Wea Sir Lesl Lord F 18m. ac In attendo 18 8 mas held March signed as ME. Mandel his holidays JE. Vamillow and is hereb 101263 to 12 of this 6 omp 4035 bearing

allest.

Georgis Gibb Chairman

heregnizans Great Northern hir adilly & Bright premises Directors of the Company his of the officer of the Company thank House Victoria Emplanhment Land Hy boshen the on shunday, determany 184 1/48 Benent: George & Soft (In Holland Mayor a Metropo Liverse l M. M. Aswarth Eng. Land Farrer Land George Hamilton. Sur Lesley Probyn Resolu am attendance I. B. Carolake Erg. for the Solution Nº 1306 A H Johnson Esq. of Meura Back the this lo N8 180 9 he seals The Minuka of the Board ellerting held on the 28th January 1908 were rut and and signed as correct. en Resol Certific for a to The Resolutions for the Half Yearth & as her agreed. 4 Cother Chuthority taken to real the fellowing Hated .

of Mr John Roskill, K.C., and Mr ar belaneon was submitted and achland lelaneon a partner of for each & by Mer a. W. Johnson, a partner of the firm of Messrs Baster of the firm of Riciao Hamps The agreement between the Undergrand Electric Railways Company of Longrum Riccadil Limbed and this bompany now here in final form and satisfactory to Divid the prof sold at for each all parties, it was, Resolved that the seal of the bompany be affixed thereto, the agreement to be dated 29th January 1908 and to be submitted for the Ri Bo confirmation at the Shareholders' Last yearly Meeting to be held immediately after this elberting. Nº 2. abstrac It was reported that the following allocation of joint expenses has been provisionally made for the purposes of the Half Yearly accounts to the 31st December 1904. fointe Kepai apport on bas Not Daint station expenses. Leicester Square station Divided between two Companies in the proportion of number of tickets sold at Leicester Square station

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for each Sule. Receively do ompany . Hampshead " 65% 35% 100.010 Recadelle, Cious station Divided between two Companies in the proportion of number of dickets sold at Piccadilly, levieus station for each Dube. Riccadelly Company Bakerloo - "-51% 49% Nº 2. Soint Jule expenditure abstract a - Maintenance of way, Works etc. Societespenditure in this abstract (except Repairs to stations & Buildings) apportioned between three Companies on basis of mileage -Receadell, Company Bakerlos Company Hampstead Company 428% 20 8 % 37 %. 100 %

abstract Expenditure on Repairs to stations and 363 Expenditure on Expertioned between the the foint expe Companies on basis of number of between & stations: basio: Riccadilly Company ... 43 4 9.
Bakerloo Company ... 22 4 9.
Hampstead Company ... 33 2 9. Piccadil Bakerlos Hampst abstract B" - Electric Frain Working Jaint expenditure in the abstract apportioned between three Companies on the following abstra basis:- maintenance Traffic lepuns (bar Meiles) (Passenger lamon Joint between (Passenger lammer Riccadilly bompany 41'2 % 21'4 % 21'4 % ... Hampstead " 39'4 % ... 100 % 45克力 Passinge 262 % 28 % Picca 100.90 Bak Ham Abstract "6" Repair + Renewal of Rolling Stake Joint expenditure in this abstract apportioned between three Companies on bases of bar miles abst Joint beting Bakerloo Company. Hampstead Company. 4/200 passe 21470 3 44 90 Pi 100 %

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abstract & (continued) Liceadill 357 36 365 an amount equal to 21% of the as joint An amount le ompany's General the Underground le ompany's General the Underground share Piccadell Underground has been charged in equal shares to has been shares to be shares to has been the le ompanies and industry. as join. in this abstract. nes Jo3. Rentele of Elephant bask office be app to m. books appartionment for Half year - one third early with. Rocadelly Company ... f. 50 Bakerloo Company ... f. 50 Hampslead Company ... f. 50 mman attest 1 4. Sundry office + store accommodation Provided by the three Tube Companier for joint use - nominal rentals paid & received as follows: as joint user of Golders Green offices. Recadily bo. pays to Bakerloo bo to per amount as joint User of Westminster Bridge Road prime Recadelly be received from Hampstead be fil far amore as joint user of Lillie Bridge offices. Recadilly bo receives from Hampstead lets for

Percadelly loo receives from Bakerloo looks por as joint user of Hammersmith offices. Resolved that the above allocation be approved and the accountant instructed to make the above entries in the books of the Company in accordance with this Resolution. Georgis gub wwwandulik Chairman attest.

It was reported that the following hear provisionally made has the purposes of the Haef yearly accounts to June 30 th 1908 Repairs to s between the miles of to Piccadel Bakerloo Tampolea 191. Soint Station Expenses Leicester Square station apendil Divided between two Companies in the proportion of number of Jickets see at Levester & quare station for each fuldwago three loo & Station Piccai Baker 65% Kamp 35 % 100 % Diccadilly Circus station abstract 1 Divided between two Companies in the proportion of number of Jahr sold at Procadilly Cricis station for Dontes appartion our the fol each & ompany. Peccadelly & ompany. Bakerloo & ompany Mocarelly borny Rakerloo Corny Kampolen & Com 5290 100 % 1º2. Soint Ependiture abstract a Maintenance of Way, North's de I oint expenditure in this abstract (walk

Repairs to stations + buildings) apportioned between three to ompanies on basis of Claring of ha miles of track: Recadelly & our any Bakerloo & our any for arby 432 0/0 20. 70. 36 2 % Hampstead Company. 100 % ises Expenditure on Repairs to stations & buildings apportioned to between the three loompanies on basis of number anus ichety 14 & Stations -Riccartly Company Bakerlos Company Lamples Company lach 45%. 65% 322 70 35 % 100 %. 00 % Ashack B blechie Frain Working Dont expenditure in this abstract. appartioned between three Companies haves of July hi the following bases. lion for Traffic Expenses. Mainterrance Tepenies (Passenger carrings (Car Miles) 18% Recarll Company Beherloo Company Semples Company 46% 46 % 5290 26/10 to 70. 22 70 272 % 32 70 100 %. 100 % orks etc

three loon abstract C' Kepur & Keneral of Kolling to where an i 391 to unifor apportioned between three Company abstract Company In bases of Car miles Bak Procadilly Company 46 % Han 22 1/0 Hampstead Company 32 % abstract 100% abstract 61 Lift Epenses Don't appoint Doint expenditure in the abstract in bas apportioned between three to ompany Ru on the following bases. Pog Traffic Expenses Maintenense Experses. Ho (to of Lifts) Generalis in Seea dely Company Bakerloo Company Sampsher Company 433 % 4670 211 3 % 26/2 10 In 31 3% 24/1/1 Under 100 %. 100 70 repend Fraffic Openses. phare abshact D in Mi Don't expenditure in this whitract before uniforms) apportioned between three brufus on basis of gross passenger earning There 46 expend Receably to outpury. 26% in the 2/2 show Hampstear Company. 100 wayen. Uniforms have been allocated to the

of Ailly A three Companies in the ratio of the ahahach were as shown by the total wages paid to uniformed shaff of the three Charleson Companies respectively. -Leocadelle Company. Bakerloo Company. 42% 46 0 24% 22 1 34 % Hampolead Company. 100 % Abstract E General Charges Sout expenditure in this abstract apportioned between three Companies hstract in basis of Gross passenger earnings. infrances Seccadelly Company. 46%.
Bakerloo Company. 262% of Fraffic Expres havenger en 46% 100 % 268 % Un amount equal to 47% of the Underground Company's administration Expenses has been charged in equal 27/2 % 100% shares to the three Companies & included es. in this abstract. Capcapt Car shop Expenses ree 6 mp mungo These expenses have been treated as joint expenditure & allocated to the 3 Companies 46 in the ratio of the user of the shops, as 262 shown by the allocation of the bar shop 272 100 % wages to the three & ouparies Peccadelly Company. 39.96 %. Bakerlos Company. 29.00 %. Rampskad Company. 31.04 % 100.00 %

beeadelf boy receives from Hampoleis Earl & Harmen مده Executely to by fray to Bake doo boy to fur owner Kach headelf boy peup to Hampoleas Coy to fee aum n Sout use nominal builds frais & no ano Eno Lat Met. Tundery office + other accommodation Cha Sta Dunded between the three Doupeness on the Grave of paroungers curred by gack Company respectively. SM Kood Hos Lost proporty recupto Anos and the 100.000 Hampshas Company ... 35. 68 of herealth & outrany 35.16 of jogny mel op Jour Africa Companies and allocated to the solution of the Stones as schools and the solution of stones as solves arous a solution of stones arous arous to the three to empoune heard infin hereall These sepance have been knowed or more asse Thousander anolo becake 868

Secasilly Company receives from Lampstead boy to hocavilly Company receive from Bakerles boy to per annum as joint Weer of hellie Bridge offices da c to Recavelle Company receives from Bakerloo boy Is for annum as Joins User of Hammesswith offices. hown 16,0% 16% that the above allocation be approved anothe accountant instructed to make the above entries in the books of the Company in accordance with this Resolution. that the action of the Chairman & Secretary in publishing the notice convening the Half yearly lation General Meeding of the Company to be held on august 11th 1908 be and is hereby approved and for confirmed. Directors and the statement of the Kalf Yearly accounts which have been approved by the Auditors of the bompany be 4 are hereby adopted 4 that the same he submitted premises

The 18th day of august 1906 on the of Ordinary show of the sail to past to be to food to f The rak of its per cent for amount Mobelled, that a dividend of hate of four fur cent for annum to have descent the sound of the sound that a dundend at the proposit The Beverhing becommend the the to be tild to This beech in to the Sharhelders at the Host (hourses) the Confre

3963 nesolved the Company in respect of the Company of the Company of the Company of the Company 1908 he closed from the 1st August 1908 until after the Half years, meeting to be held on August 11th 1908 Chairman * Demandelik